

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

DATE OF INFORM

SUPPLEMENT TO
REPORT NO.

25X1A

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THIS IS UNEVALUATED INFORMATION

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1. [redacted] in July 1951, state railways were operated less efficiently than before 1941. I believe that this situation resulted from war damage and ~~wear~~, rather than from lack of efficiency. The railroads, however, were in fair condition and I heard that new tracks were laid between Galati, Rumania and Kemi /4528N-2817E/, USSR, during the period 1948 - 1950. Rail construction was also being done in Transylvania at this time, although I do not know how early this work had been begun.
2. Rumanian trains were old, and only a few of them were reconditioned. I saw a small number of new passenger cars and an even smaller number of new locomotives. The latter were built at the Gheorghiu Dej (formerly Malaxa) factory in Bucharest. I never saw Diesel locomotives, so I assume that they were nonexistent in Rumania.
3. The trains on which I traveled were almost always crowded, especially those which ran between Bucharest and Constanta, Galati and Ilimiara /4545N-2814E/.
4. A train passenger in Rumania could travel in any of three categories; he could ride on an "Accelerate" train, which was the fastest and stopped only at main stations, on the "Rapide", a second class train, or on the "Personale", which stopped at all stations and traveled no faster than 40 km an hour. A one-way ticket from Constanta to Bucharest cost 750 lei if by "Personale", and 1,500 lei if by "Accelerate." Usually, a traveler could expect a delay of one to two hours on a ride of this distance. It was well known that all Rumanian trains were almost invariably behind schedule.

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5. Train accidents were never publicized. Freight trains and Soviet military trains figured in the majority of accidents, most of which occurred in the Moldova area. Because Soviet trains were involved in most accidents, I feel certain that these wrecks were caused by sabotage.

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